

Mails.

CANADIAN PACIFIC LINE.
TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship *BATAVIA*,
2,553 Tons Register, Watson, Com-
mander, will be despatched for VAN-
COUVEUR, B.C., COBE and YOKO-
HAMA, on SATURDAY, the 25th
February, at 3 p.m.
To be followed by S.S. *PARTHIA*,
on the 15th March.

Connection will be made at Yokohama
with Steamers from Shanghai and Japan
Ports, and at Vancouver with Pacific Coast
Steamers, the regular Steamers of the Pacific
Coast STEAMSHIP COMPANY and other
Steamers.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of Steamers.

First-class fares granted as follows:—
To Vancouver, \$100.00
To Victoria and San Francisco 175.00
To all common points in Can- 200.00
ada and the United States
To Liverpool 300.00
To London 350.00

To other European ports, proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese and Japanese
Customs, to be obtained on application.

Consular Invoices to accompany Cargo
destined to points in the United States,
should be sent to the Consular Officer,
addressed to Mr. BROWN, District
Freight Agent, for Vancouver, B.C.
Freight will be received on board until
4 p.m. on the 27th February.

All Parcels must be sent to our Office
and should be marked to address in full,
and the same will be received by us until
5 p.m. the day previous to sailing.
For information as to Passage or Freight,
apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, February 9, 1888.



STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID,
MALTA, MARSEILLES, GIBRALTAR,
BRINDISI, ANCONA, VENICE,
PIEMONTE, AND LONDON;
ALSO
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERMAN
GULF PORTS, MARSEILLES,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.

SPECIALS ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
BENGAL, Captain W. B. ANDERSON,
with Her Majesty's Mail, will be despatched
from this for LONDON, THURSDAY, the
1st March, at Daylight.

Cargo will be received on board until
4 p.m. on the day previous to sailing.
Parcels and Specials (Gold) at the Office
until 2 p.m. on the day previous to sailing.
To, Silk and Valuable Goods for Europe
will be transhipped at Colombo; General
Cargo for London will be conveyed
via Bombay without transhipment, arriving
one week later than by the ordinary direct
route via Colombo.

For further Particulars regarding
FREIGHT AND PASSAGE apply to the
PENINSULAR & ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.

The Conditions and Value of Packages are
required to be declared prior to shipment.
Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bills of Lading.
Passengers desirous of insuring their bag-
gage can do so on application at the Com-
pany's Office.

E. L. WOODIN,
Superintendent,
P. & O. S. N. Co.'s Office,
Hongkong, February 18, 1888.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND STOPPING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF
RIO DE JANEIRO* will be despatched
for San Francisco via Yokohama, on
SATURDAY, the 3rd March, at 3 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of Steamers.

First-class fares granted as follows:—
To San Francisco 200.00
To San Francisco and return 350.00
To Liverpool 300.00
To London 350.00

To other European ports, proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese Customs, to be
obtained on application.

Passengers who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will
be allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Freight will be received on board until
4 p.m. the day previous to sailing. Parcel
Packages will be received at the Office until
5 p.m., same day; all Parcels Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight apply to the Agency of the
Company, No. 60, Queen's Road Central.
C. D. HARMAN,
Agent.
Hongkong, February 11, 1888.

Mails.

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
TRIESTE, BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS.

ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LOGGERS.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON MONDAY, the 19th day of March,
1888, at 4 p.m., the Company's
Steamship *SACHSEN*, Captain A. JAGGER,
with MAILED, PASSENGERS, SPECIAL
CARGO, will leave this port as above,
calling at Genoa.

Shipping Orders will be granted till
Noon. Cargo will be received on board
until 4 p.m., Specials and Parcels until 3
p.m. on the 18th March. (Parcels are
not to be sent on board; they must be
left at the Agency's Office.) Contents and
Value of Packages are required.
The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.

For further Particulars, apply to
MELOCHERS & Co.,
Agents.

Hongkong, February 20, 1888.

For Sale.

FOR SALE.
JULES MUMM & Co.'s
CHAMPAGNE.

Quarts 820 per Case of 1 doz.
Pints 821 " " " 2 " "
Duties Free & de Gerson & Co.'s
BORDEAUX CLARETS AND
WHITE WINES.

Baxtor's Celebrated 'Barley Bree'
WHISKY, 67½ per Case of 1 doz.
GIBB, LIVINGSTON & Co.,
Hongkong, July 18, 1884.

BALE PROGRAMMES
FOR SALE.
IN NEW SHADES AND PATTERNS.

'CHINA MAIL' OFFICE,
2, WYNDHAM STREET.
January 30, 1888.

NOW ON SALE.
INDEX
TO THE
'CHINA REVIEW'

VOLUMES I TO XII.
1.—LIST OF CONTRIBUTORS.
2.—ARTICLES.
3.—REVIEWS OF BOOKS.
4.—LIST OF AUTHORS REVIEWED.

Price, 50 CENTS.
To be had at the 'China Mail' Office,
Messrs. KELLY & WALSH, Messrs. LANE,
CHAWFORD & Co., Hongkong; and Messrs.
KELLY & WALSH, Shanghai.

INSURANCES.
NOTICE.
THE MAN ON INSURANCE COMPANY
(LIMITED).

CAPITAL SUBSCRIBED \$1,000,000.
THE above Company is prepared to ac-
cept MARINE RISKS at Current
Rates on Goods, &c. Policies granted to
all parts of the World payable at any of its
Agencies.

WOO LIN YUEN,
Secretary.
HEAD OFFICE,
No. 2, Queen's Road West.
Hongkong, December 2, 1887.

QUEEN FIRE INSURANCE COM-
PANY.

THE Undersigned, AGENTS for the above
Company, are prepared to ACCEPT
RISKS against FIRE at Current Rates.

NORTON & Co.,
Agents.
Hongkong, July 15, 1887.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

THE Undersigned, AGENTS of the above
Company, are authorized to insure
against FIRE at Current Rates.

GILMAN & Co.,
Agents.
Hongkong, January 1, 1882.

THE LONDON ASSURANCE
INCORPORATED BY ROYAL CHARTER OF
His Majesty King George the Third,
A.D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates, payable either
here, in London, or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates.

Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLIDAY, WISE & Co.,
Hongkong, July 25, 1872.

NOW READY.
PRICE, \$1.00.
COMPARATIVE CHINESE-FAMILY LAW
By E. H. PARKER.

Can be obtained from KELLY & WALSH
at Shanghai and Hongkong, and at
CHAWFORD & Co., Hongkong, and at the
'China Mail' Office.

Notices to Consignees.

FROM HAMBURG, PENANG AND
SINGAPORE.

THE S.S. *Herperia*, Capt. CHRISTIANSEN,
having arrived from the above Ports,
Consignees of Cargo are hereby requested
to send in their Bills of Lading for countersig-
nature by the Undersigned, and to take
immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded un-
less notice to the contrary be given before
Noon To-morrow, the 23rd Instant.

No Cargo impeding their discharge will
be landed into the Godowns of the Kow-
loon PIER AND GODOWNS Co. and stored at
Consignees' risk and expense.

No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining undelivered after the 29th Inst.
will be subject to rent.

All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on the 29th Inst., at 4 p.m.
No Fire Insurance has been effected.

SIEMSEN & Co.,
Agents.
Hongkong, February 22, 1888.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship *Taiwan*,
leaving arrived from the above
Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading to
the Undersigned for countersignature, and
to take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge, or remain-
ing on Board after the 26th Instant, will
be at once landed and stored at Con-
signees' risk and expense.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, February 22, 1888.

STEAMSHIP *IRAOUADY*.

COMPAGNIE DES MESSEAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
and Havre, ex Steamship *Indus*,
and from Bordeaux, ex Steamships
Compagnie and *Frederic Morel*, in con-
nection with the above Steamer, which
hereby informed that their Goods, with
the exception of Opium, Treasures and
Valuables, are being landed and stored at
their risk at the Company's Godowns,
whence delivery may be obtained imme-
diately after landing.

Optional Cargo will be forwarded, unless
intimation is received from the Consignee
before 5 p.m. To-day (Saturday), the 18th
Inst., requesting to be landed here,
Bill of Lading will be countersigned by
the Undersigned.

Goods remaining undelivered after SATUR-
DAY, the 25th February, 1888, at Noon, will
be subject to rent, and landing charges at
one cent per package per unit, to me on or
before MONDAY, the 27th February, 1888,
or they will not be recognized.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, February 18, 1888.

Intimations.

PUBLICATIONS.

'CHINA MAIL' OFFICE.

CHINA REVIEW—published once in
Two Months.

OVERLAND CHINA MAIL—for every
Weekly Mail.

CHINA MAIL—Every Day.

Orders for Printing and Book-binding
promptly executed at MODERATE CHARGES.

'CHINA MAIL' OFFICE,
2, WYNDHAM STREET (behind the Club.)

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL,
THEORETICAL AND POPULAR
ASPECTS.

BY
ERNEST J. EITEL, Ph.D., TUDING.
THIRD EDITION,
REVISED, WITH ADDITIONS.

Price, \$1.50.
LANE, CHAWFORD & Co.,
Hongkong, August 20, 1884.

WASHING BOOKS.
(In English and Chinese.)

WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office. Price, \$1 each.
CHINA MAIL OFFICE.

NOW READY.

THE REVENUE OF CHINA.
A SERIES OF ARTICLES.
Reprinted from 'The China Mail.'

WITH AN APPENDIX.
THIS PAMPHLET is Now Ready,
and may be had at the
Office of the PAPER,
Messrs. LANE, CHAWFORD & Co.'s,
Messrs. KELLY & WALSH's,
And Mr. W. BREWER's.

Price, 50 Cents.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:—

ALLER ROY, Hawaiian brig, Captain J.
Phillips.—Wieler & Co.

B. P. CHERRY, American ship, Captain
Hughes.—Douglas, Laprak & Co.

BYLOIA, German barque, Capt. P. Weiss.
—Wieler & Co.

CENTENNIAL, American ship, Captain I.
M. Beane.—Russell & Co.

DOBOTHEA, German barque, Capt. H. T.
Moller.—Siemssen & Co.

EMER, British barque, Capt. W. Summers.
—Order.

GRAND ADMIRAL, American ship, Capt.
James G. Rowell.—Russell & Co.

MANUEL, Spanish barque, Capt. Estival.
—Benedict & Co.

Vessels Advertised as Loading.

Destination.	Vessels.	Captains.	Agents.	Date of Leaving.
Batavia, &c., via Saigon.	Bantam (s)	Scholten.	Jardine, Matheson & Co.	About February 27.
Bremen, and Ports of Call.	Sachsen (s)	A. Jaeger.	Norddeutscher Lloyd.	March 10, at 4 p.m.
Havre, &c., via Suez Canal.	Castro (s)	J. Bohren.	Siemssen & Co.	Feb. 28, at 10 a.m.
Kobe and Yokohama.	Yuen Fat Hong (s)	Yuen Fat Hong.	Yuen Fat Hong.	Feb. 25, at daylight.
London, and Ports of Call.	Changmoro (s)	Adamson, Ball & Co.	Adamson, Ball & Co.	February 26.
Manila, and Ports of Call.	Bongal (s)	P. & O. S. N. Co.	P. & O. S. N. Co.	March 1, at daylight.
Nagasaki, Kobe and Yokohama.	Saghalien (s)	W. B. Andrews.	W. B. Andrews.	March 7, at noon.
Nagasaki, Kobe and Yokohama.	Breconshire (s)	W. Waring.	W. Waring.	February 28.
Port Darwin, &c.	Chingta (s)	D. C. Arthur.	D. C. Arthur.	March 9, at daylight.
San Francisco, via Yokohama.	City of Rio de Janeiro (s)	J. F. Rowell.	Russell & Co.	March 3, at 3 p.m.
San Francisco.	Ganges (s)	Vaddilove.	Butterfield & Swire.	Feb. 24, at daylight.
Shanghai.	Sin Naning (s)	A. Jaeger.	Butterfield & Swire.	Feb. 24, at noon.
Shanghai.	Sachsen (s)	Changmoro.	Butterfield & Swire.	February 26.
Shanghai, via Amoy.	Sarpedon (s)	Carlowitz & Co.	Carlowitz & Co.	Feb. 28, at 10 a.m.
Singapore, Penang and Bombay.	Bermida (s)	Jardine, Matheson & Co.	Jardine, Matheson & Co.	February 28, at 3 p.m.
Singapore, Penang and Calcutta.	Wingang (s)	Douglas, Laprak & Co.	Douglas, Laprak & Co.	Feb. 26, at daylight.
Swatow, Amoy and Tamsui.	Hogg (s)	Hogg & Co.	Hogg & Co.	February 27, at 4 p.m.
Sydney and Melbourne.	Watson (s)	Watson & Co.	Watson & Co.	February 25, at 3 p.m.
Vancouver (B.C.) via Yokohama.	Batavia (s)	Christianesen.	Christianesen.	February 25, at 4 p.m.
Yokohama, Kobe, &c.	Herperia (s)	W. von Schuckmann.	Norddeutscher Lloyd.	About February 25.
Yokohama, Kobe and Nagasaki.	General Warden (s)	W. von Schuckmann.	Norddeutscher Lloyd.	About February 25.

SHARE LIST—QUOTATIONS.

Stocks.	No. of Shares.	Value.	Paid-up.	POSITION PER SHARE.	LAST REPORT.	Balance forward.	Last Dividend.	Closing Quotations.
BANKS.								
Hongkong and Shanghai Bank Corp.	60,000	5,000	12	all	\$ 3,900,000	\$ 26,093.51 working a/c	30 for 1 year to Dec. 31/87	\$153 % prem.
INSURANCES.								
North-China Insurance Co., Ltd.	5,000	500	2	all	Tia. 100,000	Tia. 406,132.00	Tia. 23.35 for 1886	Tia. 270, buyers
Yangtze Insurance Company, Ltd.	8,000	800	2	all	50,000 Tia.	3,053,767	% for 1886	Tia. 106
Union Insurance Society Co., Ltd.	10,000	1,000	25	all	675,000	314,012.96	26 % annu. 1887	\$87½
China Traders' Insurance Co., Ltd.	24,000	2,400	83.33	25	200,000	245,240.04	30 % annu. 1887	\$69
Chinese Insurance Office Co., Ltd.	10,000	1,000	250	50	230,000	423,377.90	% for 1887	\$74
Chinese Insurance Co., Limited.	1,500	150	1,000	200	28,711.50	123,771.29	% for 1886	\$202½
Hongkong Fire Insurance Co., Ltd.	8,000	800	25	50	1,000,000	328,567.46	\$77.50 for 1886	\$372½
China Fire Insurance Co., Ltd.	20,000	2,000	100	20	650,000	172,031.93	6 % for 1886	\$70
Singapore Insurance Company, Ltd.	40,000	4,000	100	20	70,432.52	5 % for 1886		\$21, ex div.
The Straits Fire Insurance Co., Ltd.	20,000	2,000	100	20	200,000	75,832.52		\$22, sellers
STEAMSHIP COMPANIES.								
H.K. & C. and M. Steamship Co., Ltd.	40,000	4,000	2	all	\$ 40,000	3,696.50	7 % half year Dec. 31/87	\$204, buyers
Douglas Steamship Co., Limited	20,000	2,000	50	all	127,320	1151.13	8 %	\$50
Indo-China S. N. Company, Limited	18,375	1,837.5	1	2	10	4,337.5	9 % for 1886/7	15 % dis., sellers
60,000 shares issued	31,212½	3,121.25	1	2	10	None		5 % prem., buyers
China and Manila S. Co., Ltd.	3,500	350	50	all				
MISCELLANEOUS.								
H'kong & Whampoa Dock Co., Ltd.	12,500	1,250	12	all	...	1,402.91	6 % for 1887 to June 30/87	57 % prem.,
H.K. and China Gas Co., Limited.	5,100	510	10	all	2,177.31	1,527.31	10 % and 2 % bonus for 1887	\$130 per share, buyers, paid up
New Share.	1,900	190	10	all	...	678.94	5 % half year June 30/87	\$185 " ex div., nominal
Hongkong Ice Company, Ltd.	3,000	300	10	all	...	13,741.53	6 % for 1887	\$159 " sellers
China Sugar Company, Limited	15,000	1,500	10	all	...	429,616.16	7 % for 1887	\$53 " ex div.
Hongkong Ice Company, Limited	5,000	500	25	all	87,500	514.8	10 % for 1886/7	\$11 " ex div., nominal
Hongkong Bakery Company, Ltd.	7,000	700	100	all	6,000	229,303.18	None	\$40 " buyers
Luen Sugar Company, Limited	5,000	500	10	all	...	...	None	Tia. 18 " sales
Pearl Sugar Cultivation Co., Ltd.	7,000	700	100	all	...	...	None	\$20 " sellers
Fernik Tin Mining & S'ing Co.	5,000	500	50	all	...	...	None	\$122 " sellers
Fernik Tin Mining & S'ing Co.	40,000	4,000	10	all	...	...	None	\$141 " sellers
H.K. & Kow. Wharf & Godown Co.	17,000	1,700	100	all	...	...	None	\$49 " sellers
H'kong Rope Manufacturing Co., Ltd.	3,000	300	50	all	...	...	None	\$49 " sellers
S. Watson & Co., Limited	3,800	380	100	all	5,900	2,730.00	6 % int. div. 68	68 % prem.
H.K. High-Level Tramways Co., Ltd.	1,250	125	100	50	...	...	...	12 % prem., nominal
LOANS.								
Chinese Imperial 1884	8,566	856.6	500	all	8 %	Payable yearly, 30 June	...	5 % prem.
1884	3,188	318.8	500	all	8 %	Oct. 16	...	9 % prem., buyers
1886	7,700	770	500	all	7 %	March & Sept.	...	10 % prem., buyers
* Derogation and Insurance Fund.								
T At debt.								

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—Ganges leaves for Shanghai.

Noon.—Sun Nanyang leaves for Shanghai.

Miscellaneous.

Noon.—Local Banks close.

Hongkong Races.

A. S. WATSON & CO.,

LIMITED.

Christmas Confectionery

JUST RECEIVED

CRYSTALLIZED FRUITS.

CHOCOLATE CAKES.

BURNED ALMONDS.

SUNDY SWEETS.

Also.

ROSE WATER & OTHER CRACKERS

in great variety.

NEW SEASON'S

CHRISTMAS & NEW YEAR CARDS

including some

CHROMOS OF SWISS AND HOME

SCENERY.

Suitable for Framing.

NEW ILLUSTRATED PHOTOGRAPHIC

ALBUMS.

A. S. WATSON & CO., Ld.

THE HONGKONG DISPENSARY,

ESTABLISHED A.D. 1841.

Hongkong, December 12, 1887. 2419

BIRTH.

At the Peak, Hongkong, on the 22nd

February, the Wife of Douglas Jones, of a

Daughter.

The publication of this issue commenced

at 8.10 p.m.

The China Mail.

HONGKONG, THURSDAY, FEBRUARY 23, 1888.

TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL']

(Via Southern Line.)

BULGARIA.

LONDON, 21st February, 1888.

With a view to arrive at a settlement of

the Bulgarian question, Russia states that

she desires that all the Great Powers will

declare that Prince Ferdinand's assumption

of power is contrary to the treaty of Berlin.

LOCAL AND GENERAL.

PARSED STEAM CANAL.

OUTWARD BOUND.—*Admiral Fraser*, January3; *Deaumont*, 29; *Andromeda*, 27; *Andromeda*, 25; *Andromeda*, 23; *Andromeda*, 21; *Andromeda*, 19; *Andromeda*, 17; *Andromeda*, 15; *Andromeda*, 13; *Andromeda*, 11; *Andromeda*, 9; *Andromeda*, 7; *Andromeda*, 5; *Andromeda*, 3; *Andromeda*, 1; *Andromeda*, 1888.The *Andromeda* will leave for Hongkong on

the 24th inst., and may be expected here

on or about the 27th inst.

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on or about the 27th inst.

The following telegrams, from Australian

papers, explain how the Anglo-Australian

mail service difficulty was finally settled:—

To London, Jan. 6.—Sir Henry Holland, the

Secretary of State for the Colonies, has

intimated to the agents-general that, when

the New South Wales Government with-

draws its opposition to the non-inclusion of

parade in the mail contract, with the Orient

and P. & O. Companies, the contract will

be signed by the Imperial Government.

London, Jan. 7.—A telegram has been re-

ceived by Sir Saul Samuel, the agent-

general for New South Wales, from Sir

Henry Parkes, in which he abandons his

opposition to the inclusion of parade in the

mail contract. He refuses, however, to

accept the steamers of the 'Orient' and

P. & O. Companies from the payment of

the light dues.

The contract will now be signed

immediately by the British Government

and the Companies.

A FIRM of shipbuilders are being sued by

the Admiralty for bad workmanship in a

vessel fitted out in their yard. The sum

claimed as damages is £3,000.

The *Lock Age*, which arrived at Liverpool

on the 15th Jan. from Singapore, reports

that on Dec. 26, in 30 N. 34 W., she ex-

perienced a N.W. hurricane, shipped heavy

seas, which carried away rails, bulwarks,

galleys, ventilators, &c.

The London correspondent of the *Man-*chester *Guardian* writes:—I hear that Lord

Dufferin and the Secretary of State for

India are by no means in that state of

ignorance which is generally believed to

prevail in India respecting what is going on

in Tibet, and especially of the various

currents at Lhasa, the capital. They are

understood to be perfectly informed of all

that goes on, and especially of the doings

of the Chinese Resident. It should be borne

in mind that Indian native officials have

already successfully penetrated into various

parts of Tibet in disguise, and it is at least

possible that some of these are now in the

country. However, they may be, the fact

remains that the British Government is

well informed of all that is going on in

Tibet, and according to intelligence I have

received Lord Dufferin's proceedings in re-

gard to Sikkim and Tibet may be awaited

with perfect confidence.

SIXTY-THREE vessels passed through the

Suez Canal in Western India on the 21st

of the electric light. The P. & O. Com-

pany's steamer *Massilia* made the quickest

passage of all—namely 16 hours 24 minutes,

of which 10½ hours were in the night. Since

then, however, on December 12, the Rus-

sian merchantman *Moskva* has made a very

quick passage in 14½ hours, chiefly by night.

The *Bitter Lake* steamer passed the rate of

15 miles an hour, the speed in the rest of

the Canal being limited for all vessels to

six miles an hour. Mr. R. H. Brouton

writes that 'on June 5, 1872, we on board

the Messageries Maritimes steamer *Me-*

kong, Captain Boche, left Suez at 5 a.m.,

and arrived at Port Said at 10 a.m. The

steamer *Meikong* passed the rate of 15 milesan hour. The *Meikong* passed the rate of15 miles an hour. The *Meikong* passed therate of 15 miles an hour. The *Meikong*

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However, just before the races began,

the rain stopped, and although the clouds

hung low all day, no heavy showers fell

but there was a pretty steady drizzle.

The number of people present was not over

large as yesterday, the inclement weather

doubtless keeping many back.

The races to-day were, however, on the

whole more interesting and exciting than

yesterday. The first event ended in a

double tie, a rather unusual occurrence.

One of our prophets hit the mark very

nearly yesterday, but to-day all the know-

ing ones were rather out in their calcula-

tions, the heavy course being a factor most

difficult to reckon with.

The race for the 'Parade Cup' had a very

exciting finish, hardly a head separating

the winner, *Happy Go Lucky*, from *Car-*

lotte. It was won in fairly good time, espe-

cially considering the very heavy course.

The contest for the Hongkong Club Cup proved

also a capital race, and was won in fine

style by *Fair Sport* (Crawford) after anexciting contest with *Tyoga*. The 'Joc-

key Cup' was won by Mr. Tejay's (Mr. Jock-

son's) *Nipper Tandy*, a win which was very

popular. A protest, however, was entered

against the result by Mr. Tejay's agent, who

claimed the Cup for the third party *Tosh*

on the score that Townsend who jockeyed

Nipper Tandy, had come in a dead heat at

a race in Shanghai, and that as the condi-

tion was the riders should be jockeys who

had never had a winning mount previous to

the race in Shanghai, Mr. Townsend, who

first party was disqualified. His argu-

ment was that the second party was also

disqualified as the rider had not weighed in

although the objection was mentioned to

him. Mr. Tripp, Clerk of the Course,

reserved the point, observing, however, that

the race in Shanghai referred to was decid-

ed by a walk over against Mr. Townsend,

and that in any case the owner of the

second party would be entitled to the

Cup if the first was disqualified.

He (Mr. Tripp) having told the jockey

he need not weigh in as there was no

second prize, Mr. Smith finally said he

would give up the race, and the Cup in

preference to the second party.

The following was the Band pro-

gramme:—

March ... Scottish Banties ... Newton.

Dorothy ... Dorothy ... Dorothy.

Selection ... Air from ... Kottman.

Garotte ... De Caccia ... Kottman.

Polka ... Holly Bush ... Godfrey.

Polka ... The Bell ... Lassore.

Selection ... Suite of Mocha ... Ollier.

Mazurka ... Lilla Rook ... Kitting.

Valse ... Wilkommen ... Walteufel.

Garotte ... Ballet music from ... Kottman.

Selection ... William Tell ... Rosini.

Polka ... In the Garden ... Walteufel.

Valse ... Heart of my Heart ... Seydel.

Quadrille ... Newmarket ... Dawson.

Valse ... Coming through ... Morelli.

Galop ... A Grand Guise ... Ellertsen.

It is to be hoped that the conditions for

racing will be more favourable to-morrow,

but certainly the prospects are not very

bright at present. To-day there was not a

heavy rain, but the continual drizzle was

uncomfortable, and the ground all round

was getting very muddy. The weather was

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